

The Times

LOS ANGELES

Ninety-ninth Year.

ANNUAL, \$9.00 | For Month, 75 Cents.
Or 25 Cents a Copy.

BRITISH ELECTIONS.

NOTS INTO LIBERALS.

Unionist Vote Keeps Radicals Tied.

Lord George's Crowd in Next Parliament Will Be at Mercy of Others.

Election Won't Settle Good Issues Involved in the Campaign.

CONOMICALLY, Today Will Afford Good Index as to How Country's Going.

Styles
Artists
Change
Outs

ASSOCIATED PRESS NIGHT REPORT.

SUNDAY, Jan. 16.—Sunday has been a welcome respite from the strenuous work at the election stations and opportunity for calm reflection over the prospects of both sides vying for control of the government.

The greater animosity prevailed to-day in the clubs and other rendezvous of the two parties. Saturday's results were widely discussed from every possible angle.

Through both sides preserve a sanitary style of establishing the site of residence, it was evident to-day that the Conservatives have succeeded in their party will be the next government. The ultimate effect to-day to expect is that the Conservative majority will be so reduced in the new Parliament as to place the balance of the power of the Nationalists in the hands of the Liberal party.

It must be remembered that Mr. Baldwin, leader of the opposition in the House of Commons, in a speech some time ago, said that the great political question in question would not be settled by a general election, and probably by two. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

LIBERTY ESTIMATE.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

Sergeants

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

SIMILAR SITUATION.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

IT BUYERS.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

JUBILANT.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

THE WEATHER.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

THE WEATHER.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

THE WEATHER.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

THE WEATHER.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

THE WEATHER.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

THE WEATHER.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

THE WEATHER.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

THE WEATHER.

Leading favorite in the election, and many indications as to how it is going to end. Clearly, the experiments made to-day measured the attitude of the majority of the tariff reformers, who will be interested upon the result of the present election.

MONDAY MORNING, JANUARY 17, 1910.

On All News Stands. 15 CENTS.

Sunday Afternoon's Grand Stand at Unparalleled Aviation Meet.



FOUR AT QUICK END.

TRAIN HURLES DOWN DEADLY HILL GRADE.

ASSOCIATED PRESS NIGHT REPORT.

EADVILLE (Colo.) Jan. 16.—In a freight wreck early today on the Colorado Midland, near Bush tunnel, four men were killed and three others injured. The dead are: H. E. SMITH, Leadville, conductor; WILLIAM RICH, Coalville, brakeman; H. D. FAIR, Coalville, brakeman.

EDWARD DAVENPORT, Van. Mich.

The injured are Henry Foris, Leadville, engineer, leg broken; W. E. Lambillio, Leadville, brakeman, badly bruised and shaken up; Bert Harter, Grand Rapids, Mich., shoulder injured.

An extra freight, consisting of eleven cars, started down the steep grade from the east portal of the Leadville-Ivanhoe tunnel to Arkansas junction. The train had gone three miles when the air failed to work properly. The train stopped, became terrific and the train roared down the mountain side. At Windy Point there is a sharp curve and the engine and cars left the track and plunged down the steep declivity.

Conductor, Smith and Brakeman Fair were on the rear of the train. Their bodies were found, crushed and mangled, beneath a pile of wreckage. The engine, which had torn loose from the train, turned turtle at the bottom of the gulch and was partly buried under a car of plaster.

Harter and Davenport were riding in a box car. Harter was thrown from the car, was killed and ten others were injured in a collision near here today between the St. Louis and Memphis special on the Illinois Central, bound for St. Louis, and a freight train.

The train was due in St. Louis at 8 o'clock, and was running at high speed when it dashed into the freight on a curve.

The dead: CARL E. KITCHEN, fireman on passenger train.

The injured are H. J. Brown, Memphis, head cut and internal injuries; Lister Terrell, Hannibal, Mo., head cut and internal injuries; William Van Lear, Philadelphia, neck twisted and internal injuries; Alfred Pyron, Memphis, left side crushed; T. F. Felker, Cleveland, O., back and neck injured; C. Hinckley, Columbus, O., neck and wrist twisted; J. R. Ward, Memphis, broken ankle and internal injuries; H. Wilson, negro porter, neck and internal injuries.

USES SKIRTS FOR BANDAGES.

Cool-Headed College Girl Affords First Aid to Injured in Fatal Railway Wreck.

(BY DIRECT WIRE TO THE TIMES.)

PICKNEYVILLE (Ill.) Jan. 16.—(Exclusive Dispatch.) The heroine of the Illinois Central wreck here today, in which one person was killed and nine persons were injured, was Miss T. H.

(Continued on Second Page.)

MRS. CLARK GETS DAMAGES.

Former Angelino Receives \$25,000 from Miss Gazzam to Compromise Alienation Suit.

BY DIRECT WIRE TO THE TIMES.

SAGINAW (Mich.) Jan. 16.—(Exclusive Dispatch.) Mrs. Marshall Clark of Saginaw has settled her \$150,000 damage suit against Miss Antoinette Elizabeth Gazzam of Cornwall-on-the-Hudson for alienating the affections of the former's husband, whose infatuation for Miss Gazzam is said to have caused the trouble.

The suit was settled for \$25,000 cash, the offer being accepted from Miss Gazzam. The settlement was arranged between Attorneys Delancy Nicotol and Francis Bellamy of New York, for Miss Gazzam, and Frank Comford of Chicago and Samuel B. Thomas of New York, Mrs. Clark's attorneys.

For twenty years Mrs. Clark served the different Rockefeller families. Four years ago she is said to have disputed with John D. Rockefeller over the treatment given to her grandson. From that day to her death she is said never to have crossed the threshold of the Forest Hill home.

BARS REMOVED.

ATLANTIC STEAMSHIP NEWS.

NEW YORK, Jan. 16.—Arrived: Philadelphia, Southampton, La. Loire, Havre, Bailed. St. Louis, Southampton.

ONE PERSON KILLED AND TEN SERIOUSLY INJURED.

TRAINS COLLIDE AT HIGH SPEED.

DISASTER.

DROME IS THE NEWEST.

Great Inventor Invents an Amer-

ican Name for Aero-

plane.

BY DIRECT WIRE TO THE TIMES.

NEW YORK, Jan. 16.—(Exclusive Dispatch.) Prof. Alexander Graham Bell, the inventor, has coined a new word.

"In Canada," he said, "we speak of a man 'droming' from one point to another."

The word aerodrome originated with a professor of Greek at Johns Hopkins University, and it means air runner.

"We call our machines 'dromes'—much simpler and more correct, too, than aeroplane. For the fore-and-aft curves in the aerodromes a man may make aeroplane a misnomer. I think we shall all come to calling them 'dromes.'

ROCKEFELLER NURSE DIES.

Welsh Woman, 100 Years Old, Served Oil Magnate's Family Twenty Years.

BY DIRECT WIRE TO THE TIMES.

CLEVELAND (O.) Jan. 16.—(Exclusive Dispatch.) Mrs. Marshall Clark of Saginaw has settled her \$150,000 damage suit against Miss Antoinette Elizabeth Gazzam of Cornwall-on-the-Hudson for alienating the affections of the former's husband, whose infatuation for Miss Gazzam is said to have caused the trouble.

Mrs. Clark, who came from Wales, England, when she was 16 years old, first entered the service of the Rockefellers when John D. Rockefeller, Jr., was a baby. At that time the oil king was taken ill and she tended her time between him and the infant.

For twenty years Mrs. Clark served the different Rockefeller families. Four years ago she is said to have disputed with John D. Rockefeller over the treatment given to her grandson. From that day to her death she is said never to have crossed the threshold of the Forest Hill home.

FOREIGN TRADE FOR MANCHURIA.

CHINA THROWS OPEN KOREAN BORDER TREATY PORT.

Towns in Chien Tao May Accept International Shipments, Although No Agreement Has Been Reached With Japan Regarding Tariffs to Be Collected on Goods.

BY DIRECT WIRE TO THE TIMES.

PEKING, Jan. 16.—China has opened Hunchun and Lien Chin Chien in Chien Tao, Manchuria, to international trade, notwithstanding the fact that an agreement has not been reached with Japan regarding the matter of tariffs to be collected on the Korean-Manchurian border. The questions of tariffs will come up for settlement soon.

The crush was something fierce. The police traffic squad had to be ordered out early yesterday morning to help the railroad men handle the rush in the railroad building.

The flood of people came in two sections. After the first rush the rain set in and hundreds of people sat down in the railroad building and ate their lunches, waiting to find out if the show would go on.

By the time the rain began to fall at Dominguera, there were already thousands in the grand stand and on the grounds.

A disagreement arose recently over the subject of Korean immigration into Chien Tao. This and the question of the tariffs delayed the promised opening, which was expected January 1.

The crush was something fierce. The police traffic squad had to be ordered out early yesterday morning to help the railroad men handle the rush in the railroad building.

The flood of people came in two sections. After the first rush the rain set in and hundreds of people sat down in the railroad building and ate their lunches, waiting to find out if the show would go on.

At the first downpour, the rush for shelter began. Several hundred dignified citizens crawled in under the grand stand and waited there shivering, but perfectly determined to stick it out.

Others made a wild stampede for the

GREAT CROWD GASPS.

DEFYING DEATH, AIR SAILORS WIN FAME.

Thousands Cheer Curtiss and Paulhan as They Maneuver in Teeth of Half a Gale—Terrific Speed of Bi-planes.

Over 50,000 people braved the showers yesterday, lustily cheering the aviators and waiting for the clouds to roll away. When the sun came out there was joy untold.

Touched by their enthusiasm, both Curtiss and Paulhan risked their lives in what undoubtedly was the most dangerous series of airship flights ever undertaken.

Paulhan made a spectacular flight in the face of a rushing gale of wind which threatened him with death, every instant, carrying two passengers on his bi-plane.

During his flight in this wind, Curtiss is believed by many aviators to have made the fastest time ever flown by an aeroplane.

The overwhelming financial success of the aviation meet is now assured, as the great programmes of the coming week will draw heavily.

Some of the Los Angeles inventors hope to make flights today. Charles K. Hamilton expects to go against the record for time and distance, probably starting at noon. Curtiss and Paulhan expect to break the speed record for ten laps round the course.

The crush was something fierce. The police traffic squad had to be ordered out early yesterday morning to help the railroad men handle the rush in the railroad building.

The flood of people came in two sections. After the first rush the rain set in and hundreds of people sat down in the railroad building and ate their lunches, waiting to find out if the show would go on.

By the time the rain began to fall at Dominguera, there were already thousands in the grand stand and on the grounds.

A disagreement arose recently over the subject of Korean immigration into Chien Tao. This and the question of the tariffs delayed the promised opening, which was expected January 1.

The crush was something fierce. The police traffic squad had to be ordered out early yesterday morning to help the railroad men handle the rush in the railroad building.

The flood of people came in two sections. After the first rush the rain set in and hundreds of people sat down in the railroad building and ate their lunches, waiting to find out if the show would go on.

Others made a wild stampede for the

(Continued on Sixth Page.)

WASHINGTON.

INSURGENTS TO THE FORE.

Party Fight Will Occupy Congress This Week.

No Active Opposition to the Regulation Bills.

Lawyers Object to Incorporation Measure.

ASSOCIATED PRESS NIGHT REPORT.

WASHINGTON, Jan. 16.—No matter how satisfactory an arrangement is made for the selection of the joint committee to investigate the Ballinger-Pinchot controversy, the insurgents fight promises to occupy a prominent place in the Congressional situation this week.

That there will be a lull in hostilities in the House as soon as the Ballinger-Pinchot committee is appointed is conceded, but the insurgents anxious that legislation may proceed without delay are not oversanguine of their efforts to keep the insurgent row in check. They looked for renewed outbreaks whenever any question affecting the Cannon rules is interjected into the proceedings.

Second in interest to the discussion of the battle between the Republican organization and insurgents of the House is the gosip in both branches of the Congress, which is the basis of administration bills to put into force what are known as Taft policies. These embrace the programme for the amendment of the interstate commerce laws, amendment of the Sherman antitrust laws and for the conservation of natural resources.

NO ACTIVE OPPOSITION.

Little opposition has been heard of to the administration measure for strengthening the interstate commerce act. On all sides it seems conceded that some such measure as is proposed by Mr. Taft will be enacted.

Insurgents of the Senate expect to find a conference to consider their attitude on the administration bills.

In the meantime, the Senate Committee on Interstate Commerce will take up the Interstate Commerce Bill next Friday.

The message of the President bearing upon the question of enacting a voluntary Federal incorporation law to offset the interpretation placed upon the Sherman antitrust laws in the Standard Oil Company case, and a possible affirmation of that decision by the Supreme Court, has attracted little attention in the House. Members of the Senate, including the chairman of the committee of the hill which President Taft and Atty.-Gen. Wickes have drafted and which will be presented to the Senate through Senator Clark of Wyoming.

INFRINGEMENTS STATE'S RIGHTS.

Comments on the Federal incorporation bills have not been altogether favorable. Many lawyers have taken the position that it interferes with the rights of states in the matter of corporations while there are others who believe that if the decision in the Standard Oil case is affirmed by the Supreme Court, that company would be the first to take advantage of a voluntary Federal incorporation act. Opposition to the Standard Oil company, as a monopoly, impels these members of Congress to be against any measure designed to give relief to any administration.

Administration bills on the conservation of natural resources are also before the House Committee on Public Lands awaiting the announcement of some volunteer that he is willing to undertake their defense in the house. The offer of Chairman Mondell of Wyoming to introduce the bill by himself having been declined by President Taft and Secretary Ballinger, attention will be given to the measures by individual members of the committee, and they may be parcelled out among several subcommittees. Many people believe the administration may make a mistake in declining the offer of Mr. Mondell. His opposition to the Ballinger bill is said to be in harmony with the administration, given him in the past to the Roosevelt programme on conservation of natural resources.

MONDELL ALWAYS OPPOSES.

It is pointed out that few bills, with drawing for governmental service, any part of the public domain that had been subject to public entry have had Mr. Mondell's support. The measures in question were drafted by Secretary Ballinger and the endorsement, "introduced by request," would have brought them prominently to the attention of the country as administration measures.

IN VIEW OF THE FACT THAT MR. BALLINGER'S CONSERVATION TENDENCIES HAVE BEEN QUESTIONED, IT MIGHT PROVE ADVANTAGEOUS TO HIM TO HAVE HIS PERSONAL LABEL UPON THEM.

An amendment will be raised in the House Committee on Expenditures in the Interior Department by Representative Hitchcock of Nebraska, who will endeavor to substantiate his claim of extravagance in the conduct of land offices.

The bill giving separate Statehood to New Mexico and Arizona is on the House calendar. Mr. Hamilton of Michigan, author of the measure, says that if its passage is delayed it will be in the Senate.

OPPOSE SUNDAY ENTERTAINING.

Certain Washington Society Leaders, Headed by Mrs. Taft, Make Efforts to Have Day Observed.

BY DIRECT WIRE TO THE TIMES.

WASHINGTON, Jan. 16.—[Exclusive Dispatch.] Washington society is greatly agitated over the efforts of certain leaders to have a general continental Sunday. In this case, the diplomatic circle has received and called and entertained Sundays in a restricted way, there being no official participation. Under this leadership, the American observance of the day in exclusive society has disappeared, and Sunday is rapidly being made the favorite day for dinners, card parties and other forms of amusement.

Mrs. Taft, as the leader of the administration circle, is opposed to fraternizing on the Sabbath day. She unquestionably will contrive so to do. White House functions are concerned, but so popular have grown the Sunday diversions that her opposition is not likely to have any effect in diplomatic circles and with members of the continental aristocratic colony. Most of the families of diplomats to Washington accustomed to the European observance of the day, and find it difficult to change their habits.

CHERRY WIDOWS WANT DAMAGE
Committee Is Appointed to Meet Coal Company Officials, and Entombed Bodies Are Demanded.

[BY DIRECT WIRE TO THE TIMES.]

PRINCETON (Ill.) Jan. 16.—[Exclusive Dispatch.] A committee of ten members was authorized today at the meeting of the Cherry widows held in the Town Hall to confer with the officials of the Standard Coal Company for the purpose of effecting a settlement of the damage claims arising out of the deaths of the 319 miners lost in the mine disaster of November 12. Included in the list of persons selected are seven widows, representing the different nationalities in the village.

In addition to the selection of the committee a resolution was passed by the committee to investigate the Ballinger-Pinchot controversy, the insurgents fight promises to occupy a prominent place in the Congressional situation this week.

That there will be a lull in hostilities in the House as soon as the Ballinger-Pinchot committee is appointed is conceded, but the insurgents anxious that legislation may proceed without delay are not oversanguine of their efforts to keep the insurgent row in check. They looked for renewed outbreaks whenever any question affecting the Cannon rules is interjected into the proceedings.

Second in interest to the discussion of the battle between the Republican organization and insurgents of the House is the gosip in both branches of the Congress, which is the basis of administration bills to put into force what are known as Taft policies. These embrace the programme for the amendment of the interstate commerce laws, amendment of the Sherman antitrust laws and for the conservation of natural resources.

NO ACTIVE OPPOSITION.

Little opposition has been heard of to the administration measure for strengthening the interstate commerce act. On all sides it seems conceded that some such measure as is proposed by Mr. Taft will be enacted.

Insurgents of the Senate expect to find a conference to consider their attitude on the administration bills.

In the meantime, the Senate Committee on Interstate Commerce will take up the Interstate Commerce Bill next Friday.

The message of the President bearing upon the question of enacting a voluntary Federal incorporation law to offset the interpretation placed upon the Sherman antitrust laws in the Standard Oil Company case, and a possible affirmation of that decision by the Supreme Court, has attracted little attention in the House. Members of the Senate, including the chairman of the committee of the hill which President Taft and Atty.-Gen. Wickes have drafted and which will be presented to the Senate through Senator Clark of Wyoming.

INFRINGEMENTS STATE'S RIGHTS.

Comments on the Federal incorporation bills have not been altogether favorable. Many lawyers have taken the position that it interferes with the rights of states in the matter of corporations while there are others who believe that if the decision in the Standard Oil case is affirmed by the Supreme Court, that company would be the first to take advantage of a voluntary Federal incorporation act.

Opposition to the Standard Oil company, as a monopoly, impels these members of Congress to be against any measure designed to give relief to any administration.

Administration bills on the conservation of natural resources are also before the House Committee on Public Lands awaiting the announcement of some volunteer that he is willing to undertake their defense in the house. The offer of Chairman Mondell of Wyoming to introduce the bill by himself having been declined by President Taft and Secretary Ballinger, attention will be given to the measures by individual members of the committee, and they may be parcelled out among several subcommittees. Many people believe the administration may make a mistake in declining the offer of Mr. Mondell. His opposition to the Ballinger bill is said to be in harmony with the administration, given him in the past to the Roosevelt programme on conservation of natural resources.

MONDELL ALWAYS OPPOSES.

It is pointed out that few bills, with drawing for governmental service, any part of the public domain that had been subject to public entry have had Mr. Mondell's support. The measures in question were drafted by Secretary Ballinger and the endorsement, "introduced by request," would have brought them prominently to the attention of the country as administration measures.

In view of the fact that Mr. Ballinger's conservation tendencies have been questioned, it might prove advantageous to him to have his personal label upon them.

An amendment will be raised in the House Committee on Expenditures in the Interior Department by Representative Hitchcock of Nebraska, who will endeavor to substantiate his claim of extravagance in the conduct of land offices.

The bill giving separate Statehood to New Mexico and Arizona is on the House calendar. Mr. Hamilton of Michigan, author of the measure, says that if its passage is delayed it will be in the Senate.

OPPOSE SUNDAY ENTERTAINING.

Certain Washington Society Leaders, Headed by Mrs. Taft, Make Efforts to Have Day Observed.

BY DIRECT WIRE TO THE TIMES.

WASHINGTON, Jan. 16.—[Exclusive Dispatch.] Washington society is greatly agitated over the efforts of certain leaders to have a general continental Sunday. In this case, the diplomatic circle has received and called and entertained Sundays in a restricted way, there being no official participation. Under this leadership, the American observance of the day in exclusive society has disappeared, and Sunday is rapidly being made the favorite day for dinners, card parties and other forms of amusement.

Mrs. Taft, as the leader of the administration circle, is opposed to fraternizing on the Sabbath day. She unquestionably will contrive so to do. White House functions are concerned, but so popular have grown the Sunday diversions that her opposition is not likely to have any effect in diplomatic circles and with members of the continental aristocratic colony. Most of the families of diplomats to Washington accustomed to the European observance of the day, and find it difficult to change their habits.

CHERRY WIDOWS WANT DAMAGE
Committee Is Appointed to Meet Coal Company Officials, and Entombed Bodies Are Demanded.

[BY DIRECT WIRE TO THE TIMES.]

STOCK PRICES FOLLOW NEWS.
FALL ACCOUNTED FOR BY UNFAVORABLE REPORTS.

Traders Disappointed in Lack of Expected Demand for Stocks After Money Market Eased—Large Sums Needed Soon for New Capital Issues.

[ASSOCIATED PRESS NIGHT REPORT.]

NEW YORK, Jan. 16.—Pressure to liquidate speculative holdings which carried prices downward in last week's stock market was offset by a new market, which opened up for a turnover knee-cap and died an hour after he was taken off the operating table. Dr. Hunter made a post-mortem examination of his body, and an inquest probably will be held tomorrow.

"There is no evidence of violence," said Dr. Hunter.

Dr. Hunter referred to the new anesthetic recently demonstrated in Chicago by Dr. Thomas Jones as a "miracle gold brick."

"It is a good anesthetic to use," he said, "and conservative and careful practitioners do not employ it in operations. The condition of the body proves beyond all doubt that Stovaine affected the heart through the nervous system."

Attendants at the hospital said Stovaine had been used in at least five major operations there, with favorable results.

The selling was pushed on good news as well, indicating the conviction of holders that the level of prices had already anticipated the advantages derived from these happenings.

A general movement assigned for the liquidation was the disappointment that a general public demand for stocks had not developed with the distribution of the new market funds available for investment.

The money stringency abated materially in New York, and there was a world-wide relaxation on money rates and a substantial recuperation in conditions of the great central reserve banks abroad. The pressure to sell stocks was not so great as to restrain the relaxation, but no aggressive demand awakened.

The necessity of preparing for other demands for money in prospect was the supposed cause of this latest selling, and the market's reaction to the new anesthetic market on the part of large speculative operators.

NEW CAPITAL ISSUED.

In New York large payments soon must be made of subscriptions to new capital issues. Belated preparations by syndicates for making these payments played an important part in the success of the money market, with which the year opened. It is evident that large sums are being embarked in enterprises that have no representation in listed securities. Light, traction and telephone mergers and great irrigation projects are among the enterprises of this character.

During Past Six Weeks 29.6 Inches of Snow Fell, Breaking All Records.

Army of 5000 Men and 700 Teams Cannot Cope with Fleety Blanket.

One Street Kept Entirely Clear.

[ASSOCIATED PRESS NIGHT REPORT.]

LOSS "TOO BIG TO CALCULATE."

CHICAGO SO CHARACTERIZE SNOW DAMAGE.

During Past Six Weeks 29.6 Inches of Snow Fell, Breaking All Records.

Army of 5000 Men and 700 Teams Cannot Cope with Fleety Blanket.

One Street Kept Entirely Clear.

[ASSOCIATED PRESS NIGHT REPORT.]

DIES AT GLENDALE.

Former President of the University of New Mexico Succumbs to Stomach Trouble.

[BY DIRECT WIRE TO THE TIMES.]

ALBUQUERQUE (N. M.) Jan. 16.—[Exclusive Dispatch.] Here is a story that ought to send thrills of joy to the hearts of bashful men who have not been able to muster up nerve enough to "put the question" to the girl of their choice.

The University of Pennsylvania has a machine in the department of psychology which will "tip him off"—all that is necessary is to have her place her hand on the machine and he will be told whether she is "Reginald," or whatever it may be, and you keep your eye on the machine and you can take the word of some of the psychologists as to the absolute truth of this statement.

What the machine does is to register on a piece of paper a distinct line which designates with precise correctness the very emotions the mention of your name to the girl will cause her to experience. The line sinks into the paper downward toward the bottom of the paper, "that your stock's rather low with the girl," says the "proposal machine," that your stock's rather low with the girl.

During December and the first half of January 29.6 inches of snow fell, breaking all records for the like period of time since the United States Weather Bureau in Chicago began to record snowfall in 1886.

Much of the stock liquidation of the early part of the week was believed to be due to adjustments of accounts necessary to be made by Rock Island disciplinary measures.

Deeper causes underlying the reaction were, nevertheless, generally recognized. The question of relation between the national government and the states was kept in prominent place by the introduction of bills in Congress embodying President Taft's recommendations and by conferences of the suits to dissolve the Harriman merger.

IRON BUSINESS IS FAIR.

DENVER (Colo.) Jan. 16.—[Exclusive Dispatch.] The New Times—The Post and the Republican this morning reported publication following an adjustment of the iron and steel workers' union, which reached a standstill early in the past week. The pressmen were given an ultimatum Saturday afternoon that they would be granted an advance in wages of 20 per cent. to begin at once, and the hours were fixed at eight for day men and seven for night men. The pressmen had demands averaging 47 per cent. and back pay from March 1 to March 20 to 3000 tons each.

Agricultural implement manufacturers and malleable founders east and west have been negotiating for 12,000 to 15,000 tons of malleable Bessemer.

Steel plants in Eastern Pennsylvania are in the market for 12,000 tons of basic. The same interests are engaged in the market for round tonnage of heavy steel malleable scrap for shipment over the next six months, bidding \$17 delivered. In all, 100,000 tons are pending.

The United States Steel Corporation produced 11,600 tons of pig iron in 1903, breaking all previous year records.

Agricultural implement manufacturers and malleable founders east and west have been negotiating for 12,000 to 15,000 tons of malleable Bessemer.

Steel plants in Eastern Pennsylvania are in the market for 12,000 tons of basic. The same interests are engaged in the market for round tonnage of heavy steel malleable scrap for shipment over the next six months, bidding \$17 delivered. In all, 100,000 tons are pending.

The United States Steel Corporation produced 11,600 tons of pig iron in 1903, breaking all previous year records.

Agricultural implement manufacturers and malleable founders east and west have been negotiating for 12,000 to 15,000 tons of malleable Bessemer.

Steel plants in Eastern Pennsylvania are in the market for 12,000 tons of basic. The same interests are engaged in the market for round tonnage of heavy steel malleable scrap for shipment over the next six months, bidding \$17 delivered. In all, 100,000 tons are pending.

The United States Steel Corporation produced 11,600 tons of pig iron in 1903, breaking all previous year records.

Agricultural implement manufacturers and malleable founders east and west have been negotiating for 12,000 to 15,000 tons of malleable Bessemer.

Steel plants in Eastern Pennsylvania are in the market for 12,000 tons of basic. The same interests are engaged in the market for round tonnage of heavy steel malleable scrap for shipment over the next six months, bidding \$17 delivered. In all, 100,000 tons are pending.

The United States Steel Corporation produced 11,600 tons of pig iron in 1903, breaking all previous year records.

Agricultural implement manufacturers and malleable founders east and west have been negotiating for 12,000 to 15,000 tons of malleable Bessemer.

Steel plants in Eastern Pennsylvania are in the market for 12,000 tons of basic. The same interests are engaged in the market for round tonnage of heavy steel malleable scrap for shipment over the next six months, bidding \$17 delivered. In all, 100,000 tons are pending.

The United States Steel Corporation produced 11,600 tons of pig iron in 1903, breaking all previous year records.

Agricultural implement manufacturers and malleable founders east and west have been negotiating for 12,000 to 15,000 tons of malleable Bessemer.

Steel plants in Eastern Pennsylvania are in the market for 12,000 tons of basic. The same interests are engaged in the market for round tonnage of heavy steel malleable scrap for shipment over the next six months, bidding \$17 delivered. In all, 100,000 tons are pending.

The United States Steel Corporation produced 11,600 tons of pig iron in 1903, breaking all previous year records.

Agricultural implement manufacturers and malleable founders east and west have been negotiating for 12,000 to 15,000 tons of malleable Bessemer.

Steel plants in Eastern Pennsylvania are in the market for 12,000 tons of basic. The same interests are engaged in the market for round tonnage of heavy steel malleable scrap for shipment over the next six months, bidding \$17 delivered. In all, 100,000 tons are pending.

The United States Steel Corporation produced 11,600 tons of pig iron in 1903, breaking all previous year records.

Agricultural implement manufacturers and malleable founders east and west have been negotiating for 12,000 to 15,000 tons of malleable Bessemer.

Steel plants in Eastern Pennsylvania are in the market for 12,000 tons of basic. The same interests are engaged in the market for round tonnage of heavy steel malleable scrap for

Office

Telephone
Room
MAIN 1000
1000 1000BUREAU is for the
Hotels, among
literature and
newspapers here, in a few
minutes trolley car
line, make room
available.

STANLEY, Manager

Chamber of Commerce
Testimony.GGINIA
CALIFORNIA

STANLEY, Manager

EEN

of David B. Price

LAND
YEAR

WARD, Manager

aver

ican plan, \$2.00 per
No compensation
Electric Ry. Co.GROVE, LOS ANGELES
SHINEThe most important
newspaper in the
Astoria, Four
Dollars a week, in
charge.

EXCELLENT TARI

TEAM HEATED

AND COLD WATER

\$15.00 PER WEEK

narrative treatment
and delicately
water, steam
every room; no
theatre, 1000
D. W. Tamm

SPRING

E OF RHEUMATISM

Electric cars for

LOMA

newly turned
and gold
the rooms
Special rates by

F. B. ROME

Motels and Cottages

renting

rooms, C. & H.

WEST SIXTH

Figures St.

10745. Com-

ing just opened

this

ern

the

HAMB

120 rooms, 20

with bath

Phone Main

Hotel

L. B. Atwood

C

room. New

Central location

TH BROADWA

HOTEL

ORE

The W

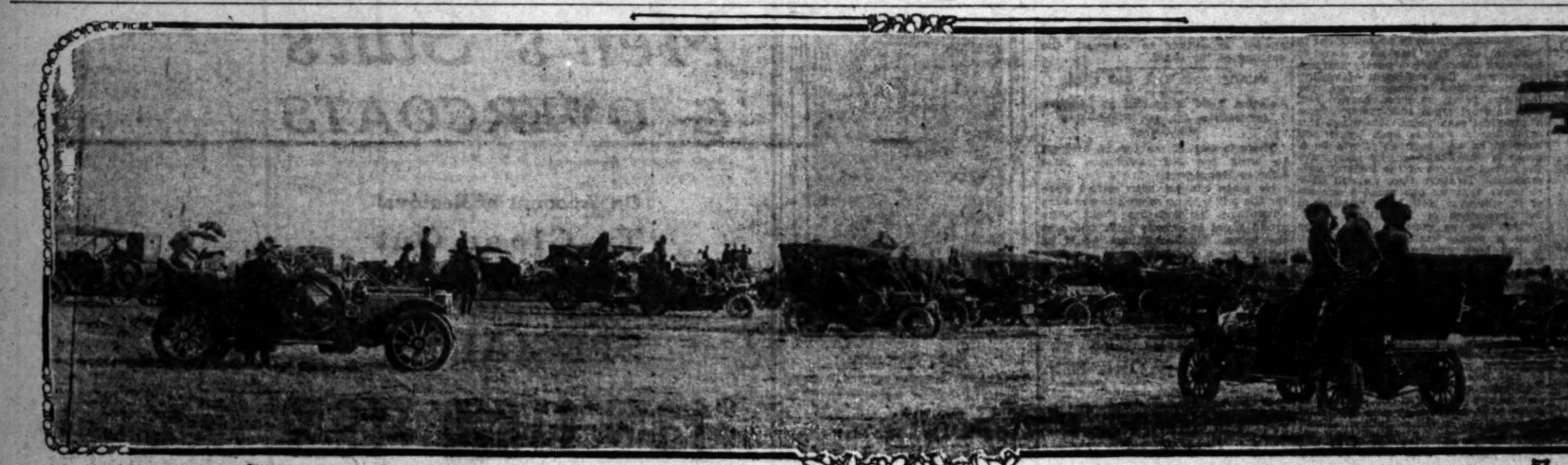
AKE MOTEL

Apartment

HOTEL

D

Brave Aviators Face Death in Strong Wind Before Cheering Multitude between Incidents



Enthusiastic Spectators Crowding Over 1000 Automobiles Watch the French Man-bird Soar Above Their Heads at Aviation Field Yesterday.

HAZARDOUS.

CURTISS EXPLAINS DANGER OF THRILLING FLIGHT IN WIND.

He Says This Is First Exhibition Where Spectacle of Aviator Going at Sixty Miles an Hour Directly Before Grand Stand Has Been Seen—How He Judged Speed. Most Perilous Exhibition Ever Given at a Public Meet.

I WAS SURPRISED to find, yesterday afternoon, in making a flight while the wind was at its height, that my machine attained the speed of sixty miles an hour. I consider this velocity dangerous on a track as small as the one at Dominguez. For this reason I made but two circuits of the course at the time. The danger is not alone to the aviator. He might be able to descend safely, but not to guide his machine so that it would not be swept out over the people.

As the course lies, the wind provided an unusual spectacle for the people in the grand stand yesterday. Running straight before the wind on the "home stretch," it was before the grand stand that I was traveling at not less than sixty miles an hour, and at no other exhibition in the world, so far as I know, has such a speed been attained where thousands of people could witness it. Sixty miles an hour is about as fast as a man wants to travel by any method of locomotion.

The wind at times, I am confident, was blowing over twenty miles an hour. My engine was producing a speed of forty. It is not alone on this that I base my estimate of speed before the wind. When I cut out my engine, going forty miles an hour, I have learned to judge just about how quickly I can stop. I was amazed yesterday to find what a tremendous speed I was making. I did not stop within 200 yards of where I should at forty miles an hour.

With as light a bi-plane as mine, it was an extremely rough trip. It is something like taking a canoe out in a rough sea. There is no weight to give stability. You pitch and toss with every gust. It is necessary to catch a new hold on the air after every such skirmish. The air is a peculiar thing to take hold of. It is something like trying to handle a yacht without a keel.

I think these things should be made clear to the public. They were extremely considerate in not clamoring for more of a display than was given yesterday. In my opinion, they saw, as it was, one of the most hazardous exhibitions ever given at a big public meet.

Hamilton, in one of his flights, was blown entirely out of the course, and was obliged to go behind the grand stand and make a large circuit over dangerous ground to get back to the course.

An aviator might be perfectly willing to take chances of this kind himself, and still hesitate to imperil the safety of spectators by attempting more than was done yesterday.

To fly with any degree of safety in such a wind as was blowing yesterday the course should at least be four miles instead of less than two. In taking long turns it is possible to get a much greater stability. On this course it was necessary to change from bucking a head-on wind of twenty to thirty miles an hour with an engine making from thirty to forty miles an hour, to running before it with the engine at the same speed. With a narrow space in which to accomplish this it is a pretty difficult trick of air navigation.

On the whole, I was very well satisfied with the experiment. It shows that the bi-plane is overcoming the most difficult obstacles in the way of aerial navigation. It is so short a time since we were wrestling with the problem of getting aloft in still air that it shows marked progress to fly safely in a twenty-mile wind with thirty-mile gusts sweeping over the brow of a hill.

Glenn Curtiss.

ANTICIPATION:

CURTISS MAY ATTEMPT AIR VOYAGE SOON TO SAN DIEGO.

AS THE result of a conference with San Diego boosters held yesterday morning at the Angelus Hotel, it is probable that Glenn Curtiss will attempt the greatest aviation feat ever undertaken before the meeting ends. It will probably be on the last day.

The San Diego committee notified the managers on the ground of the offer made. Manager Paulhan will send a reply by wire this morning to Col. Collier.

ZELAYA TO BELGIUM SOON.

CITY OF MEXICO, Jan. 15.—After having leased a residence here with the understanding of getting it for his home for some months, former consul Zelaya of Nicaragua, suddenly had to change his plans. He announced yesterday that he would sail for Belgium soon.

HUNTING MISSING LIGHTER.

SAN JUAN (P. R.), Jan. 15.—The United States consul under Algonquin was out yesterday to search for the big steam lighter, Columbia, which sailed from New York December 25 for Haytian ports and has not since been reported.

"We realize, however, that in this

AIR SAILORS WIN FAME.

(Continued From First Page.)

the same impression of speed as an automobile.

Nevertheless, this was probably the greatest burst of speed ever made by an airship.

Paulhan immediately followed by fancy dressing Paulhan, with his more powerful and heavier machine, and his perfect control, not only fought his way around the course, but made a sensational dive in front of the grand stand almost to the sand.

The spectators saw him light and the crowd urged all about the excitement of seeing Beachy and Knabenshue come out in their dirigibles and make a game and perilous attempt to plunge a way against the wind.

The gusts of wind from the ocean caught the big cigar-shaped balloons and sometimes threatened to tear the rigging off. Once it seemed as though Knabenshue would turn a complete somersault.

In early afternoon you could look from the grand stand down upon a solid but squirming black river of humanity, and then, with the tide, the ebb began going out, on the way home.

They were almost pathetically cheerful. In the worst of the rain, they cheered every time a toy balloon burst, and a Greek peddler and sailed up over the grand stand. They cheered the brass band.

It was followed, however, by the star event of the day. When Paulhan took flight again and fought his tipping, careening course against the gale with two passengers. He made a long flight to windward until his airship stood a good spell in the bright sun.

Then he turned and came by with his freighted airship, while the grand stand, only half appreciating what was happening, stood up their heads and cheered like mad.

If the crowd had been more numerous, and the sun had not inconsiderately gone down, Paulhan would have been there yet doing stunts.

But, as the crowd felt the necessity of getting home, the spectators little imagined what a hero's chance was taken for their entertainment.

Coming out, the transportation of the immense crowd covered a period of six hours or more. Going home, they were packed into cars and hauled away in half the time.

If you can imagine a football game with 20,000 people in the scrummage,

the same impression of speed as an automobile.

Nevertheless, this was probably the greatest burst of speed ever made by an airship.

Paulhan immediately followed by fancy dressing Paulhan, with his more powerful and heavier machine, and his perfect control, not only fought his way around the course, but made a sensational dive in front of the grand stand almost to the sand.

The spectators saw him light and the crowd urged all about the excitement of seeing Beachy and Knabenshue come out in their dirigibles and make a game and perilous attempt to plunge a way against the wind.

The gusts of wind from the ocean caught the big cigar-shaped balloons and sometimes threatened to tear the rigging off. Once it seemed as though Knabenshue would turn a complete somersault.

In early afternoon you could look from the grand stand down upon a solid but squirming black river of humanity, and then, with the tide, the ebb began going out, on the way home.

They were almost pathetically cheerful. In the worst of the rain, they cheered every time a toy balloon burst, and a Greek peddler and sailed up over the grand stand. They cheered the brass band.

It was followed, however, by the star event of the day. When Paulhan took flight again and fought his tipping, careening course against the gale with two passengers. He made a long flight to windward until his airship stood a good spell in the bright sun.

Then he turned and came by with his freighted airship, while the grand stand, only half appreciating what was happening, stood up their heads and cheered like mad.

If the crowd had been more numerous, and the sun had not inconsiderately gone down, Paulhan would have been there yet doing stunts.

But, as the crowd felt the necessity of getting home, the spectators little imagined what a hero's chance was taken for their entertainment.

Coming out, the transportation of the immense crowd covered a period of six hours or more. Going home, they were packed into cars and hauled away in half the time.

If you can imagine a football game with 20,000 people in the scrummage,

the same impression of speed as an automobile.

Nevertheless, this was probably the greatest burst of speed ever made by an airship.

Paulhan immediately followed by fancy dressing Paulhan, with his more powerful and heavier machine, and his perfect control, not only fought his way around the course, but made a sensational dive in front of the grand stand almost to the sand.

The spectators saw him light and the crowd urged all about the excitement of seeing Beachy and Knabenshue come out in their dirigibles and make a game and perilous attempt to plunge a way against the wind.

The gusts of wind from the ocean caught the big cigar-shaped balloons and sometimes threatened to tear the rigging off. Once it seemed as though Knabenshue would turn a complete somersault.

In early afternoon you could look from the grand stand down upon a solid but squirming black river of humanity, and then, with the tide, the ebb began going out, on the way home.

They were almost pathetically cheerful. In the worst of the rain, they cheered every time a toy balloon burst, and a Greek peddler and sailed up over the grand stand. They cheered the brass band.

It was followed, however, by the star event of the day. When Paulhan took flight again and fought his tipping, careening course against the gale with two passengers. He made a long flight to windward until his airship stood a good spell in the bright sun.

Then he turned and came by with his freighted airship, while the grand stand, only half appreciating what was happening, stood up their heads and cheered like mad.

If the crowd had been more numerous, and the sun had not inconsiderately gone down, Paulhan would have been there yet doing stunts.

But, as the crowd felt the necessity of getting home, the spectators little imagined what a hero's chance was taken for their entertainment.

Coming out, the transportation of the immense crowd covered a period of six hours or more. Going home, they were packed into cars and hauled away in half the time.

If you can imagine a football game with 20,000 people in the scrummage,

the same impression of speed as an automobile.

Nevertheless, this was probably the greatest burst of speed ever made by an airship.

Paulhan immediately followed by fancy dressing Paulhan, with his more powerful and heavier machine, and his perfect control, not only fought his way around the course, but made a sensational dive in front of the grand stand almost to the sand.

The spectators saw him light and the crowd urged all about the excitement of seeing Beachy and Knabenshue come out in their dirigibles and make a game and perilous attempt to plunge a way against the wind.

The gusts of wind from the ocean caught the big cigar-shaped balloons and sometimes threatened to tear the rigging off. Once it seemed as though Knabenshue would turn a complete somersault.

In early afternoon you could look from the grand stand down upon a solid but squirming black river of humanity, and then, with the tide, the ebb began going out, on the way home.

They were almost pathetically cheerful. In the worst of the rain, they cheered every time a toy balloon burst, and a Greek peddler and sailed up over the grand stand. They cheered the brass band.

It was followed, however, by the star event of the day. When Paulhan took flight again and fought his tipping, careening course against the gale with two passengers. He made a long flight to windward until his airship stood a good spell in the bright sun.

Then he turned and came by with his freighted airship, while the grand stand, only half appreciating what was happening, stood up their heads and cheered like mad.

If the crowd had been more numerous, and the sun had not inconsiderately gone down, Paulhan would have been there yet doing stunts.

But, as the crowd felt the necessity of getting home, the spectators little imagined what a hero's chance was taken for their entertainment.

Coming out, the transportation of the immense crowd covered a period of six hours or more. Going home, they were packed into cars and hauled away in half the time.

If you can imagine a football game with 20,000 people in the scrummage,

the same impression of speed as an automobile.

Nevertheless, this was probably the greatest burst of speed ever made by an airship.

Paulhan immediately followed by fancy dressing Paulhan, with his more powerful and heavier machine, and his perfect control, not only fought his way around the course, but made a sensational dive in front of the grand stand almost to the sand.

The spectators saw him light and the crowd urged all about the excitement of seeing Beachy and Knabenshue come out in their dirigibles and make a game and perilous attempt to plunge a way against the wind.

The gusts of wind from the ocean caught the big cigar-shaped balloons and sometimes threatened to tear the rigging off. Once it seemed as though Knabenshue would turn a complete somersault.

In early afternoon you could look from the grand stand down upon a solid but squirming black river of humanity, and then, with the tide, the ebb began going out, on the way home.

They were almost pathetically cheerful. In the worst of the rain, they cheered every time a toy balloon burst, and a Greek peddler and sailed up over the grand stand. They cheered the brass band.

It was followed, however, by the star event of the day. When Paulhan took flight again and fought his tipping, careening course against the gale with two passengers. He made a long flight to windward until his airship stood a good spell in the bright sun.

Then he turned and came by with his freighted airship, while the grand stand, only half appreciating what was happening, stood up their heads and cheered like mad.

If the crowd had been more numerous, and the sun had not inconsiderately gone down, Paulhan would have been there yet doing stunts.

But, as the crowd felt the necessity of getting home, the spectators little imagined what a hero's chance was taken for their entertainment.

Coming out, the transportation of the immense crowd covered a period of six hours or more. Going home, they were packed into cars and hauled away in half the time.

If you can imagine a football game with 20,000 people in the scrummage,

the same impression of speed as an automobile.

Nevertheless, this was probably the greatest burst of speed ever made by an airship.

Paulhan immediately followed by fancy dressing Paulhan, with his more powerful and heavier machine, and his perfect control, not only fought his way around the course, but made a sensational dive in front of the grand stand almost to the sand.

The spectators saw him light and the crowd urged all about the excitement of seeing Beachy and Knabenshue come out in their dirigibles and make a game and perilous attempt to plunge a way against the wind.

The gusts of wind from the ocean caught the big cigar-shaped balloons and sometimes threatened to tear the rigging off. Once it seemed as though Knabenshue would turn a complete somersault.

In early afternoon you could look from the grand stand down upon a solid but squirming black river of humanity, and then, with the tide, the ebb began going out, on the way home.

They were almost pathetically cheerful. In the worst of the rain, they cheered every time a toy balloon burst, and a Greek peddler and sailed up over the grand stand. They cheered the brass band.

It was followed, however, by the star event of the day. When Paulhan took flight again and fought his tipping, careening course against the gale with two passengers. He made a long flight to windward until his airship stood a good spell in the bright sun.

Then he turned and came by with his freighted airship, while the grand stand, only half appreciating what was happening, stood up their heads and cheered like mad.

If the crowd had been more numerous, and the sun had not inconsiderately gone down, Paulhan would have been there yet doing stunts.

But, as the crowd felt the necessity of getting home, the spectators little imagined what a hero's chance was taken for their entertainment.

Coming out, the transportation of the immense crowd covered a period of six hours or more. Going home, they were packed into cars and hauled away in half the time.

If you can imagine a football game with 20,000 people in the scrummage,

the same impression of speed as an automobile.

Nevertheless, this was probably the greatest burst of speed ever made by an airship.

Paulhan immediately followed by fancy dressing Paulhan, with his more powerful and heavier machine, and his perfect control, not only fought his way around the course, but made a sensational dive in front of the grand stand almost to the sand.

The spectators saw him light and the crowd urged all about the excitement of seeing Beachy and Knabenshue come out in their dirigibles and make a game and perilous attempt to plunge a way against the wind.

The gusts of wind from the ocean caught the big cigar-shaped balloons and sometimes threatened to tear the rigging off. Once it seemed as though Knabenshue would turn a complete somersault.

In early afternoon you could look from the grand stand down upon a solid but squirming black river of humanity, and then, with the tide, the ebb began going out, on the way home.

They were almost pathetically cheerful. In the worst of the rain, they cheered every time a toy balloon burst, and a Greek pedd

Between Incidents of Flood and Field Air Navigators Will Try for Grand Prizes.

ON THE FIELD.

TREMENDOUS THROUGH INSPIRES
AVIATORS TO PERILOUS RISKS.

Faulhan Attempts to Be Stern But Fails—Mrs. Paulhan Wins a Day Off—Railbirds Enjoy Chances at Close Range—“Day Off” for Traf-
fic—Local Fliers Enthusiastic in Preparations.



HIGH Fliers.

RAIN CLOUDS
HIDE BALLOONS

Three Big Gas Envelopes Go Up Pretty.

Ferris Bag Reaches Greatest Altitude Sunday.

Large Crowd Gathers to See the Ascensions.

Freak winds and cold currents re-
sisted the ascented course for all three
of the balloons, that ascended from
Huntington Park in the rain yesterday.

Pilot George B. Harrison left in the

New York a little before noon, with

the expectation of making Aviation

Camp for a second ascent, and finally

landed about six miles northeast of the

city at nearly the same time.

The Peoria, piloted by J. C. Mars of

Oakland, did not leave Huntington

Park until two hours after the New

York had ascended, but the bag de-

scended within two miles of the spot

where the New York came down, and

at nearly the same time.

The Dick Ferris, which left at about

2:45 o'clock in the afternoon, went up

to a greater altitude than either of the

others, and caught a clearing wind

toward the East, which took it rapidly

out of sight of the watchers at Hunt-

ington Park.

After nearly two hours apart, all

three of the balloons came down north

of Boyle Heights, and within a few

miles of each other. The Dick Ferris

made the longest trip, landing at about

3 o'clock, after a flight of about an

hour and a half, and a distance

of about fifteen miles in a little

more than an hour. The New York

descended at about 3:30, and the Peo-

ria minutes later.

UP AND DOWN.

Two hours after the New York had

left, and just as the Peoria was ready

to go, the big yellow envelope of

Harrison came down through the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm

current that carried it up and the

clouds just north of the balloon camp.

It was traveling in a high wind that

seemed sure of bringing it by the

starting point at a fast rate, and those

who knew of Harrison's intentions of

making Aviation Camp believed that

he had come to get a fresh supply of

ballast to continue his flight.

Just before the balloon reached the

ground, however, it struck a warm</p

The Times-Mirror Company
H. G. OTIS, President and General Manager.
HARRY C. COOPER, Vice-President and Treasurer.
MARIAN OTIS-CHANDLER, Secretary.
ALBERT MCFLANLAND, Treasurer.
PUBLISHERS OF

Los Angeles Daily Times
Pronounced *Lo-ahng* *Hay-ahs*.

Vol. 57, No. 45.
Founded Dec. 4, 1851.
Twenty-ninth year.

EVERY MORNING IN THE YEAR.

THE NEWS.—Our Associated Press service covers the globe, transmitting over 35,000 words daily, not including special.

TERMS: Daily, Sunday and Magazine, 75 cents a month; Sunday, 50 cents; Daily, 25 cents; Sunday, 50 cents a year.

SUNDAY, 50¢; Magazine, \$2.50; Weekly, \$1.50.

TELEPHONES.—Counting-room, Subscription Department.

Editorial, 121; City Room, 122; Advertising Room,

Sunset, Main 8295; Home, ask for THE TIMES.

AGENTS.—Eastern Agents, Williams & Lawrence, Bruns-

ton Building, 14th and Spring Streets, New York; 1221

Marquette Building, Chicago; Washington Bureau, 14

Fox Building, (THE TIMES on 8th) San Francisco

604, 12th Street; Los Angeles Call Building, H. J. Sidwell, Rep-

resentative.

BWON.—CIRCULATION.—Daily, net average for 1900, 12,-

000; 1901, 13,000; Magazine, 12,000; Sunday, 25,000; for

1900, 26,750; for 1901, 28,400; for 1900, 28,900; for

1901, 30,500; for 1902, 32,000; for 1903, 33,150; for

1904, 34,500; for 1905, 36,000; for 1906, 37,500; for

1907, 39,000; for 1908, 40,500; for 1909, 42,000; for

1910, 43,500; for 1911, 45,000; for 1912, 46,500; for

1913, 48,000; for 1914, 49,500; for 1915, 51,000; for

1916, 52,000; for 1917, 53,000; for 1918, 54,000; for

1919, 55,000; for 1920, 56,000; for 1921, 57,000; for

1922, 58,000; for 1923, 59,000; for 1924, 60,000; for

1925, 61,000; for 1926, 62,000; for 1927, 63,000; for

1928, 64,000 copies; Sunday, average for

1900, 22,000; Home, ask for THE TIMES.

Offices: Times Building, First and Broadway.

Branch, 531 South Spring Street.

Entered at the City Post Office as mail matter of the second class.

Editorial Points

"After the airship, what?" asks a correspondent. Well, the gasoline smell, for one thing.

Col. Roosevelt made a hit at the banquet in Nairobi. But it was so very far from home.

An eastern editor speaks of "the sadness of high life." The automobile busted, we suppose.

There will be another half-week of aviation. The crowds will stay with the game to the end.

Gifford Pinchot might do well to pay some attention to the conservation of the human breath.

When the airships leave us we may then look forward to the appearance of Halley's comet.

No matter how long an airship can remain in the air, the law of gravitation gets it in the end.

Mr. Taft has a fatal way of turning the lime-light in a direction where it will not hit an insur-

gent. It is a great credit to the United States Senate that Jeff Davis of Arkansas has relapsed into utter silence.

The bird scare can't be as bad as rumored. We heard a meadow lark singing as blithely as ever this morning.

We think the time has come when the voters of each district ought to be held responsible for the men they elect to Congress.

In the next great aviation meet at Rheims we hope to see a Los Angeles craft and a Los Angeles aviator take a medal or two.

We have never believed that the man is worth while who sinks into a state of gloom because he can't have turkey for dinner every day.

A Washington writer says that "Congress has a lot of possibilities on its hands." That wouldn't matter much if it didn't have other troubles.

There are so many persons now who carry the title of "doctor" that we should think the physicians would demand to be called by another name.

An Ohio man blames the railroads for the increased cost of living. But are not the chickens which will not lay also to share some of the blame?

Each day of winter brings spring nearer, sighs the Baltimore American. Yes, and it brings California nearer to people back there who have sense.

When the multitudinous rich take to the air, then will come the chances of people in merely well-to-do circumstances to pick up automobiles cheap.

A southern editor declares that "there is an increasing respect for the self-supporting woman." And a correspondingly decreasing respect for her husband.

A French woman, visiting New York, says that poverty in the American metropolis lacks the quality of despair. It also lacks the quality of good square meals.

A French man has invented a folding piano stool which can be made to hold two persons. In our younger days, however, we would have much preferred a sofa.

Another scientist declares that the earth is 60,000,000 years old. It is hardly worth while to call a man a liar just for the sake of a few million years, anyway.

It has been learned definitely that people who sit down and write all day and all night right along are not paid anything like a dollar a word for the stuff they turn out.

Paganini composed music when he was 9 years old, and the fearful thing about it is that so many fond mothers think that they have children the same age who can also compose music.

In Kentucky an after-dinner speaker killed himself because he forgot the words of the speech he was to deliver. Yet it is better that one man should die than a whole crowd might live.

Oysters well soaked in sea water are now prescribed by English physicians as a cure for dyspepsia. The trouble with most oysters is that they have been soaked in gasoline or something.

A Chicago University professor declares that there are better newspapers in the West than are in the East. At last we find something on which we can agree with a Chicago University professor.

A report states that the game of golf has greatly increased its popularity in America. And the membership is falling off in the militia companies. We are fast traveling toward the goal of universal peace.

A statistician estimates that crime levies a tax of \$600,000,000 annually on the people of the United States. We suppose that these figures account for all kinds of crime, including corsets and such things.

The entire Island of Manhattan, on which the present city of New York stands, was purchased by Dutch traders from the Indians for \$24 worth of beads. And today you couldn't buy the beads on a glass of champagne for that.

We think we can easily obtain unanimous consent to the promulgation of a pronouncement to the effect that all is not harmony in at least one or two of the government departments at Washington, including the House of Representatives.

THE BRITISH ELECTIONS.

Having listened to a torrent of more or less brilliant speeches, and having exercised their long-cherished privilege of throwing dead cats and rotten eggs at parliamentary candidates, the voters of Great Britain are conducting their election on the installment plan. The people are transformed from audience to judge and jury in a very serious case. As one paper puts it, their own welfare is the stake at issue. Are they to trust themselves to men who would lead them to socialism and anarchy or to those who would grant them reforms in a sound and unrevolutionary manner?

The first detachment of electors went to the polls on Saturday. The results of the voting cannot be very satisfying to either of the great parties. Members have been returned for 91 seats out of a total of 670. The net Unionist gains over the Liberals are put down at fifteen. If that ratio is not exceeded during the remainder of the election period Premier Asquith will be returned to office. The Unionists must make greater gains if they are to win.

It must be remembered that the Unionists have a tremendous Liberal majority to overcome. The last Parliament was conspicuous for the huge, almost unwieldy number of ministerialists. The Unionists were in a minority of 332. To overcome that handicap they must wrest from their opponents 166 seats. A little over one-seventh of the constituencies have been polled and the Unionist gain is fifteen. If they keep up that rate they will win more than 100 seats from the Liberals besides retaining their own, but the turnover will be insufficient.

However, the chances are that the strength shown by the Unionists so far will have a good effect on the rest of the country. The action of London, particularly, ought to have a tremendous influence on the people of the "provinces." London has been styled the cockpit of the fight over the budget and the Unionists have taken from the Liberals the seats in the thickly populated suburbs of North Lambeth, Brixton and Fulham. In those districts thousands of artisans and city clerks live. To them Lloyd George and Winston Churchill made their most frenzied appeals. At the meetings in those parts the song, "The Land, the Land, 'Twas God's, Who Gave the Land," the Marseillaise of this budget revolution, was vociferously chanted, but it had no effect on the "middle class," which dreads socialism worse than Mrs. Grundy.

It is worthy of note, too, that though the clergy were, as a rule, supposed to be in favor of the budget, Lambeth, in which the palace of the Archbishop of Canterbury is situated, voted against it and was joined in this opposition by Fulham, where the noble pile which is the home of the Bishop of London stands in lordly magnificence on the banks of the Thames.

We have said that neither of the leading parties has much cause to rejoice over the results so far. The reason for Unionist want of excessive joy has been demonstrated. Now we turn to the Liberal side of the question. That party, to be justified of its budget, must have an overwhelming mandate from the people. It is evident that it will not receive it. The voting so far is sustaining the unprejudiced opinion of many observers in this country that Premier Asquith, if he is returned to power, will have the number of his supporters so diminished that he will be at the mercy of the combined strength of the Irish Nationalists and the Laborites. In that event, God save England!

RAIN OR SHINE. That amazing crowd at Dominguez Field yesterday afternoon, despite the showers, was perhaps the greatest phenomenon of Aviation Meet. It loomed up like Paulhan's aeroplane, in bespeaking the public interest in the epochal events of these current days. The crowds go, rain or shine, and fortunately there has been enough shine every day to afford ample opportunity for flights. The programme has been carried out each day at the meet. Where else could it have been done in mid-winter?

The enormous passion for the spectacles manifested by the unparalleled crowds is not a frenzy; it is an intelligent interest in a new development of human culture, a new opening for human progress. The world, somewhat faded, somewhat blasé, now has a novel thrill—something new to talk and think and write about, something new to dream about. And yesterday's marvelous feats have lent a fresh zest to the aviation appetite.

EXPORTING BY BILLIONS. Nine billion dollars' worth of American agricultural products exported during the past ten years! The statement seems incredible, but it is a fact as ascertained by the Bureau of Statistics of the Department of Commerce and Labor. The record is from \$785,000,000 in 1899 to \$898,000,000 in 1909, the highest record since 1907, when the total exceeded \$1,000,000,000, or to be exact \$1,049,000,000.

The increase was not in the staple farm products used for food such as breadstuffs, meats and live cattle, as those items show decreases, but in cotton and certain comparatively new industries, whose chief development has occurred in the last few years, notably cottonseed oil, corn oil, oil cake and oil meal, oleomargarine, lard compounds, sugar and molasses, fruits and nuts, etc.

Cotton, the largest item in the agricultural group, brought us \$3,651,000,000 of foreign money in the past ten years, the annual export being a value of \$210,000,000 in 1899, \$481,000,000 in 1907, and \$417,000,000 in 1909.

In breadstuffs, as intimated, we did not do so well, that class decreasing from \$274,000,000 in 1899 to \$160,000,000 in 1909. The principal losses are corn, \$35,000,000; wheat, \$36,000,000; wheat flour, \$22,000,000, and oats, \$9,000,000. This means greater home consumption as our crops and products increased each year.

At the caucus is to be held, the vote taken and the insurrects have time to fill their lungs we shall see if the caucus was fair. If they succeed in taking their medicine like gentlemen the caucus will have been fair from start to finish.

TRIUMPH AND DEJECTION.



Hei-lo! Bill!

When the outlook's kinda gloomy,
And you're feelin' pretty blue,
And it sorta seems if every one
Has got it in for you,

You'll just straighten up like sixty,
And your eyes will kinda fill
If some one slaps your back and sex:

Hei-lo, Bill!

Then when everything is crossways,
And your temper's on a tan,
And you feel 'bout as good-natured,
As an old sore-headed bear.

You'll just keep right on a-growlin'
Everything goes wrong until
Some feller slaps your back and sex:

Hei-lo, Bill!

When you liver's on a rampage,
And your stomach's on the bum,
And your gizzards in disorder,
And your kidneys a-bleeding.

You will have less need o' nostrums,
Or to take a nasty pill,
If some one slaps your back and sex:

Hei-lo, Bill!

Bill!

ROBERT SPEED.

MEN AND THINGS OVER THE SEA.

Mixed Family Politics.

An instance of the peculiar political mixups in England is the case of Lady Carlisle. Temperance is the only subject on which she agrees with her husband. Lord Carlisle himself is a Liberal Radical; his wife, the Countess, is an advanced Radical, and at the general election in 1895 the special case was witnessed of the Earl and his eldest son, Lord Morpeth, making speeches in behalf of Lord Salisbury's party, while Lady Carlisle was stamping the country in behalf of the Liberals. The household at Castle Howard was, therefore, literally divided against itself, and if the Howard terriers were not proverbial for its sweetness, the consequences might have been unpleasant.

His Weight in Gold.

The Maharajah of Nepal has given away his weight in gold, in accordance with the custom of Indian princes, who often make vows—for example, on recovery from some great illness—from which they liberate themselves by the ceremony called "Tula." The person weighs himself in gold, or, if not very rich, in base metal or grain, and the amount is distributed among the poor.

The Maharajah of Nepal performed this ceremony on November 29 at a place of pilgrimage called Pashupatinath. He had himself weighed in gold, which was instantly bought up by jewelers, and the silver coin paid for it was distributed among an immense crowd of beggars and pilgrims, who were also sumptuously fed by the Maharajah, given a piece of cloth each and sent rejoicing on their way.

Seignior's New Queen.

The lovely Queen Elizabeth, who was crowned Queen of Belgium on Thursday, is one of the most versatile of queens. She is a physician, having begun to study medicine under her father, Duke Charles of Bavaria, when she was only 16 years old. She took her M.D. in Leipzig before her marriage, and has studied since in Brussels. The Albert-Bethzill dispensary for poor tubercular patients in Brussels is due to her interest in her profession.

Ancient Coronets Discovered.

A curious archaeological discovery has been made in the Russian Province of Poltava, says the London Globe. It consists of two antique coronets of cast bronze. One is 5½ inches in diameter, about 1 inch high, and has 20 denticulations, and the other 5 inches in diameter, 1½ inches in height and has 17 denticulations. Both are made in two pieces, joined together by a hinge. The fine rust with which they are covered and their general character leave no room for doubt as to their authenticity. The articles were found in the possession of a Russian peasant, but where they were originally unearthed is not known.

THINGS ON WHEELS—
Automobiles.
FOR SALE—
SIX-CYLINDER
PIERCÉ ARROW
TOURING CAR,
ALMOST NEW.
17 S. OLIVE ST.
606 S. H.P. 7-PASS. STODDARD-DAYTON,
fully equipped. Phone WEST 681.

MOTORCYCLES.
TO SELL-INDIAN MOTORCYCLE, NEAR-
LY NEW, for one-cylinder. Address
E. C. DUNLAP, 1212 S. 11th St.
FOR SALE-MOTORCYCLE, NEW, HAR-
LEY-DAVIDSON, Box 280, L. A.

Wagons and Cars.
FOR SALE-CAMP CAR, EXTRA FINE
cond. B.M. Phone WEST 682.

FOR SALE-COVERED WAGON CHEAP,
T. W. WASHINGTON ST.

LIVE STOCK FOR SALE—
Horse, Cattle, Mules, Etc.

FOR SALE—
AUCTION-AUCTION-AUCTION.

MONDAY, JAN. 15, AT 10 A.M.
60 EAST 11TH STREET.

50 HEAD.

AT AUCTION, JAN. 15, AT 10 A.M.
60 EAST 11TH STREET.

50 HEAD.

AT OUR NEXT REGULAR WEEKLY
AUCTION SALE, MONDAY, JAN. 15, AT
60 EAST 11TH STREET.

SELL YOUR MONEY
TO THE STATE REALTY CO. IN W.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT
WE ARE LOOKING FOR.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD MARES AND MULES;
ABOUT 1000 HEAD. WE HAVE SEVERAL
WELL MATCHED TEAMS THAT WE ARE
SELLING.

WE ALSO HAVE TEAMS THAT WE ARE
SELLING.

FOR SALE-INDIAN CASH IN
TRUST, FIRST MORTGAGE, 1000.
JNO. D. HOWARD, PROP.

W. H. MATHEWS, AUCTIONEER.

FOR SALE-MULES.

15 HEAD.

These mulets just arrived and are all
for sale at reasonable prices.

SEE THESE IF YOU WANT MULES.

JAR. DEZELL.

FOR SALE-JUST ARRIVED, FROM UTAH,
ONE CARLOAD

